

**Timber Land Act, June 3, 1878.**  
**NOTICE FOR PUBLICATION.**

United States Land Office, Roseburg, Ore., August 7, 1907.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," as extended to all the Public Land States by act of August 4, 1892, John M. Long, of Bandon, County of Coos, State of Oregon, has this day filed in this office his sworn statement No. 8491, for the purchase of the NE 1/4 of NW 1/4 of Section No. 29, in Township No. 29 S., Range No. 14 West, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before L. A. Liljeqvist, U. S. Commissioner at Marshfield, Oregon, on Wednesday, the 6th day of November, 1907.

His names as witnesses: Chris Long, Frank Bates, Frank Beyerie and Edward Ohman, all of Bandon, Coos County, Oregon.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 6th day of November, 1907.

BENJAMIN L. EDDY, Register.

**Notice of Administration**

Notice is hereby given that by order of the County Court of the State of Oregon, in and for the County of Coos, heretofore made, Rachel N. Elliott was duly appointed Administratrix of the estate of C. S. Elliott, deceased, and that letters testamentary were duly issued to the said Rachel N. Elliott on the 5th day of June, A. D., 1907.

Therefore, all persons having claims against the said estate are hereby notified to present the same with proper vouchers to the said Administratrix, at the office of Geo. P. Topping at Bandon, Oregon, within six (6) months from the date of this notice.

Dated this 5th day of September, 1907.

RACHEL N. ELLIOTT,  
Administratrix of the estate of C. S. Elliott, deceased.  
Geo. P. Topping, Att'y for Estate.

**Notice.**

Notice is hereby given that Emma Meem has left my bed and board, and I will in no way become responsible for any debts contracted by her from this date.

Dated this 10th day of October, 1907.

Ed. Meem, Bandon, Oct. 16th.

**Notice for Publication**

Department of the Interior,  
Land Office at Roseburg, Or.,  
August 21, 1907.

Notice is hereby given that Corrie D. Stillwell, of Bandon, Oregon, has filed notice of his intention to make final Five year proof in support of his claim, viz: Homestead Entry No. 11558 made May 7, 1902, for the E 1/2 of NE 1/4, E 1/2 of SE 1/4 Section 27, Township 29 South, Range 14 West, and that said proof will be made before L. A. Liljeqvist, U. S. Commissioner at his office in Marshfield, Oregon, on Wednesday, Oct. 30, 1907.

He names the following witnesses to prove his continuous residence upon, and cultivation of, the land, viz: Cash Doyle, Frank Barrows, Alfred West and T. J. Stillwell, all of Bandon, Oregon.

BENJAMIN L. EDDY, Register.

**The Lumbermen-Railroad Fight.**

On a question of rates, which means the loss of trade in a competitive zone, the lumber interests of the Pacific Northwest and the trunk lines of railroad operating to Missouri River points, have locked horns. The railroads have made new and advanced rates that were to have gone into effect November 1st. The lumbermen assert that these rates are practically prohibitive, and to protect themselves against what they say would be disastrous loss, they have gone into the Federal courts, asked for and obtained a temporary injunction against the establishment of the new tariff, pending a hearing before the Interstate Commerce Commission as to whether the old or the new rate is the reasonably remunerative one. Upon this, one line of railroad, the Northern Pacific, has apparently carried the war into Africa by refusing to accept Eastern shipments of lumber for the present, and presumably until there is determination of the issue. But we have it that this policy has been abandoned by the Northern Pacific, and the presumption is the issue will be tried with the old rate in effect.

There are a number of incidental issues involved in this traffic squabble. Some of these arise from an attempt to bring into consideration the relative standing of the railroads and the lumber interests on the basis of comparative profit-making; others affect the assumed rights of the railroads to exercise territorial discrimination to whatever advantage they conceive lies in the process; and, primarily, to exact from the general field of industry such tribute as the traffic can possibly command. The chief and important issue is closely allied with this latter phase of the case. In its general bearing it affects more than the lumber interests.

It concerns industry in all branches of staple production, and to a young, vigorous and rapidly developing country like the Pacific Northwest, it is a matter of vital concern.

In the purview of the Hepburn law, the Interstate Commerce Commission is charged with the judicial function of determining upon petition, whether a proposed new rate is exorbitant or an existing rate is reasonable. The railroads, by arbitrary action, assume to forestall this deter-

**Administrator's Notice of Hearing of Final Account.**

Notice is hereby given that the final account of James F. Alumbaugh as Administrator of the estate of S. A. Alumbaugh, deceased, has been filed in the County Court of Coos County, State of Oregon, and that the 2nd day of December, 1907, at the hour of 10 o'clock a.m., has been duly appointed by such Court for the hearing of objections to such final account and the settlement thereof, at which time any person interested in such estate may appear and file objections thereto in writing and contest the same.

JAMES F. ALUMBAUGH,  
Administrator of the Estate of S. A. Alumbaugh, deceased.

mination. As in the present dispute with the lumberman, they assume that the lumber business of this section is profitable enough to afford a sort of off-side "melon cutting," to be effected by an advance on a rate that has been long established, and which has been a vital factor in the investment of millions of dollars and the employment of an army of workers, and the general building up of communities.

This is but the latest expression of the time-honored railroad philosophy that, ab initio, the transportation line is entitled to the lion's share of profit from industry in the territory which it serves. Under the later legal arrangement, as set forth in the Hepburn law, there is some interference with the undisturbed continuance of this pleasant and profitable policy. But the railroads are determined that this disturbance shall be as little effective and as long postponed as it is possible to make it.

Accordingly, the new rate for greater railroad revenue is fixed upon; it is filled with the Interstate Commerce Commission on the presumption that it will be operative in thirty days after the filing and remain operative until the protest of the skipper has been carried to the last litigated conclusion and even beyond that if, on the merits of the case, the rate does not stand. For let the Commission decide against the railroad and immediately there arises a new issue as to whether reparation for the unreasonable charge should be made to the shipper or the consignee. This is the last trick of railroad finesse that is played in the game, but in connection with all the other elements of legal obstruction and delay, it means a considerable realization of revenue for the roads at the expense of seriously disturbed, if not disastrous, conditions in the particular lines of business on which the new levy has been made.

Herein, as the lumbermen of this section urge and as their recent action imports, lies the need of amendment to the Hepburn law. They assert with good business logic, as the communal interests are concerned, that it should not lie with the roads to disturb established rates and upset established business and industrial conditions where there is protest that existing rates are reasonable and remunerative, and before there has been hearing on the matter, in which the burden of disproof should properly rest upon the roads themselves.

It is not to be assumed that traffic managers will so overreach themselves as to destroy any particular business from which they derive revenue; but they have before now and may again, if their contention in the present instance is sound, impose such a burden upon specific industry as to result in its curtailment, in the idleness of people who are now busily and profitably employed, and as to seriously interfere with the development and prosperity of a great and growing section of the country.

If on general legal principles this arbitrary right may be exercised with reference to the manufacture and marketing of lumber, it may apply equally to any other industry that shall assume future importance here or elsewhere.—Telegram.

**Coquille Notes.**

From the Sentinel.

H. J. Collier and daughter Ray left recently for Portland to visit relatives and friends.

Steve Scotton who has been doing local work on the Sentinel for the past two months, returned to Marshfield last Saturday, where he has accepted a position in the office of the Coos Bay Monthly.

While Alfred Johnson, Sr., had his gasoline launch on the beach opposite town, yesterday, to make some repairs to it, the gasoline became ignited in some way, and although there was no explosion, the boat was pretty badly damaged.

Jesse Hale, of Curry county, who has been employed at Boutan's camp near Beaver Hill, was brought to the General Hospital in this city last Sunday, as the result of an accident he met with while helping to fall a

tree which kicked back and caught Mr. Hale, inflicting painful but not serious injuries to the lower part of his body and lower limbs. It is expected that he will be out shortly.

The City Council met Monday evening with all present with the exception of Mayor Stanley. The resignation of Street Commissioner

Cope was accepted and no one will be appointed for the present. The night marshal was put on a flat salary of \$75 per month which gives satisfaction to all concerned. The property owners were instructed to clean up their premises at once. Councilman Dunham was appointed a committee of one to interview the prop-

erty owners of B Street in regard to the grading of that thoroughfare, as it could be done cheaper by the property owners than by the city.

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**Real Estate Bargains.**

Woolen Mill Addition in the east part of Bandon. The best residence property in the Town of Bandon, close to all the manufacturing plants and the new ship yard. No need of carrying your dinner pail when you can go home and get a warm dinner and have plenty of time for a romp with the babe. Prices have almost doubled in the last six months and they will double again in the next six months. More homes have been built in this Addition than in any other part of Bandon. Lots range in price from \$30 to \$200. Get one or two before they are all gone.

Breakwater Addition in the west part of Bandon. Prices from \$30 up.

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